Recommendation of KAW Committee

3179. SHRIMATI SYEDA ANWARA TAIMUR: Will the Minister of CIVILAVIATION be pleased to state:

(a) whether the KAW Committee favoured the Directorate-General of Civil Aviation as the sole apex body for safety and economic revolution of the aviation sector;

(b) if so, Government's reaction thereto;

(c) whether it is a fact that some of the suggestions of the KAW Committee are in conflict with the plan of the Ministry; and

(d) if so, what are the areas of difference and the manner in which Government propose to sort out the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Government is of the opinion that Directorate General of Civil Aviation's existing role and focus on safety regulation in the aviation sector needs to be preserved and strengthened in the best interests of the civil aviation sector. Government is not in favour of vesting Directorate General of Civil Aviation (DGCA) with the added responsibility of economic regulation as this is not connected in any way to the safety fucntions of DGCA.

(c) and (d) Other recommendations of KAW Committee are under examination of the Government.

Delay in evening flights

3180. SHRI V. HANUMANTHA RAO: Will the Minister CIVIL AVIATION be pleased to state:

(a) the reasons for the routine delays of all Indian Airlines flight which take off after 4 p.m. every day;

(b) whether it is a fact that the Indian Airlines management is unable to cope with the delays which build up after every flight;

(c) whether it is also a fact that every Indian Airlines flight from Delhi to Hyderabad in the evening has been late by a minimum of two hours every day in the last three months;

(d) whether any effort will be made to monitor the delays which have no become routine and expected and definite every day; and

(e) the steps proposed to consider ways to reduce such definite delays?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Each aircraft of the Indian Airlines fleet is assigned to operate a number of flights on different routes during the course of the day. A delay or cancellation of a flight thus may lead to delay or cancellation of subsequent flights operated by that aircraft on that very day. As a result, flight operating in the evening hours *i.e.* towards the later part of the aircraft's assigned route schedule are susceptible to consequential delays/cancellations which are at times beyound the control of the management.

(c) During the last three months 22.47% of the evening flights IC-839 (Delhi-Hyderabad) were delayed by more than two hours. This included 5.62% of the flights delayed due to reasons within the purview of Indian Airlines, Remaining 16.85% were delayed due to consequential reasons beyound the control of Indian Airlines.

(d) and (e) All technical delays and cancellations are investigated and remedial action taken immediate. A meeting of representatives of operating departments at the regional level is held daily. At the base station, delays and cancellations are analyzed to identify repetitive snags and special maintenance action is immediately taken. At the Headquaters level, the punctuality of services is monitored on a daily basis. Regular meetings are also held with the vendors of manufacturers for bringing in improvement in the product and systems.

Increasing air services

†3181. SHRI DILIP SINGH JUDEV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of air routes in the country wherein domestic air services have been increased;

(b) the names of States benefited by the increase;

(c) the details of existing air routes alongwith new routes where

† Original notice of the question was received in Hindi.